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VOLUME XXIV - NUMBER 6 - JULY/AUGUST 2006

1937
Buick
1938

TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION
FOR MEMBERS OF THE 1937-1938 BUICK CLUB

FEATURE ARTICLE

The Harry Logan Story

Pg. 12



www.torquetube.com



Founded in 1980, the
TORQUE TUBE
is published every two months
for the education and enjoyment of the
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Important Club Information:

Membership is still \$40.00 for the year and is good from September 2006 to August 2007. This year we are going to a quarterly publication, with the four issues coming out in the Fall, Winter, Spring, and Summer. This was done to keep the club going for another year, primarily due to my time restrictions and the lack of interest in other members taking over the editorship. I also received a lot of postcards and telegrams from members expressing their support for this plan. Most members were happy to see the club continue with four issues a year rather than fold altogether. If anyone would like to step up for the next year, please let me know and I will help with passing everything over.

Some members have paid for more than one year in the past, and if that is you, we have it on record, but in order to find out what your status is please look on the mailing label. It will state the year that your membership will expire. If the label reads "Exp. 2006" you need to renew. I would like to thank you for all your memberships and support for the club.

Recently, I have had a **huge** drop off in submissions so if you have any articles you would like to have printed, please send them to me—this would make the magazine much more interactive, and it would help share all of our knowledge with other members who need your help in keeping their cars on the road. I would like all of our members to remember that this club was set up for Buick enthusiasts to exchange parts and ideas about '37 and '38 Buicks, so please feel free to participate and send in articles. Also, I want to put the annual calendar together soon, so I need pictures of your beautiful cars. The calendar seems to be very popular and I would like to keep it going strong.

John Young (#1579) sent this picture (right) from the annual Grande Mamou Classic show last April 22. Thanks for the nice photograph!



Letter to the Editor: Please read the following letter from Tom Greer (#1378); he has some interesting news.

Restoring My 1937 Roadmaster Model 81

I'm having a 1937 model 81 Roadmaster restored at American Classic Restorations in Uxbridge, Massachusetts. The car started out as a very worn-out—but complete and original—specimen which came from Connecticut and probably was in use until around 1964, according to the oil change stickers. The restoration shop took the car down to its basic components and performed a full frame-off restoration. By the time you read this, the engine will have been started up and the car will be close to being completed. The Club and the *Torque Tube* advertisers were great resources. Hundley Acuff redid the running boards; J. P. Donaldson (#153) recast the steering wheel; Bob's Automobilia and Buick Restoration Services provided numerous parts; Dave Tacheny (#997) provided many original parts, including a bumper and a fender, and other club members also provided various parts.

We had to create new dashboard decals. A computer graphics expert digitally replicated the original design and we then prepared the decals. The photographs of the dashboard show the result.

I had several extra sets of the decals made up, which can be purchased from me for \$499. I will forward some photos of the decals.

Tom Greer (#1378)
499 Hubbardston Road
Princeton, MA 01541



This past year of editing the *Torque Tube* and handling the club business has been a pleasure. I hope you all renew your memberships for next year; it should be a blast. And please remember to send in your pictures and stories—we always love to hear from you!



Happy Motoring!

Mark

YOU CAN SAY I'M FAR AWAY, BUT...



By Malcolm Fischer (#1746)

Well blokes, 'tis a dandy day here in Cleveland, Australia, not far from Brisbane. As this Canadian exchange teacher fights with the keys on my 'pooter, I'm just remembering a nice cruise in the country a few weeks ago (translation: got lost . . . again!). We happened upon a building saying "Buick Club of Australia" out front. Some snooping around got us a phone call from Brian and Linda Hall, who are active members of this club. As good luck might have it, there was to be a tour the following Sunday and they kindly invited us along. Even offered to pick us up



in their MINT '67 Electra 225, which was brought to Melbourne new by a doctor.

In the picture above are Brian and Linda with their '67, one of several Buicks they own, many of which were brought over from the U.S. On the right is the meeting, taking place in a nice relaxed outdoor setting. You may note the '38s there in the background.

Now it turns out this club has several '38s in it, and three of them were running! The photo on the next page shows a dandy Special a fellow



named Colin owns, and he invited the writer to travel with him for a leg of the tour. (He sort of had to because o' the fact that I was sitting there in the front seat on what WE call the driver's side, reluctant to get out!) Dandy ride she was, too.

The right picture is an unbelievable '38 Century roadster that went by us when we were in the '67 like we were standing still. Doing seventy, he was, and that's miles per hour, big old 320 just a purring!

Surely a wonderful day, and it included a fine meal in a country pub. It proves again what hospitable folks Buick owners are, where e'er they may be!



A special offer now available for the
first time through Torque Tube Magazine

The 1937-1938 Buick Club LICENSE PLATE BADGE



'Plate Mates' and The 1937-1938 Buick Club have teamed up to bring you these custom-crafted license plate badges. They are exclusively designed with "The 1937-1938 Buick Club" name and logo.

The club's logo appears in its distinctive colors - red, white and blue with a gold border. The oval format is reminiscent of authentic antique plate badges.

These badges are carefully crafted from a high-quality heavy brass and finished with a clear gloss baked epoxy.

An added attraction to any BUICK, these plate badges are only available here through this publication!

A portion of the sales will be donated to the 1937-1938 Buick Club. Take this opportunity to adorn your antique Buick for **only \$19.95**. (shipping and handling included).

Send check or
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Please allow 2-3 weeks after
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Converting your 4 or 5 Post Voltage Regulator to a 3 Post.

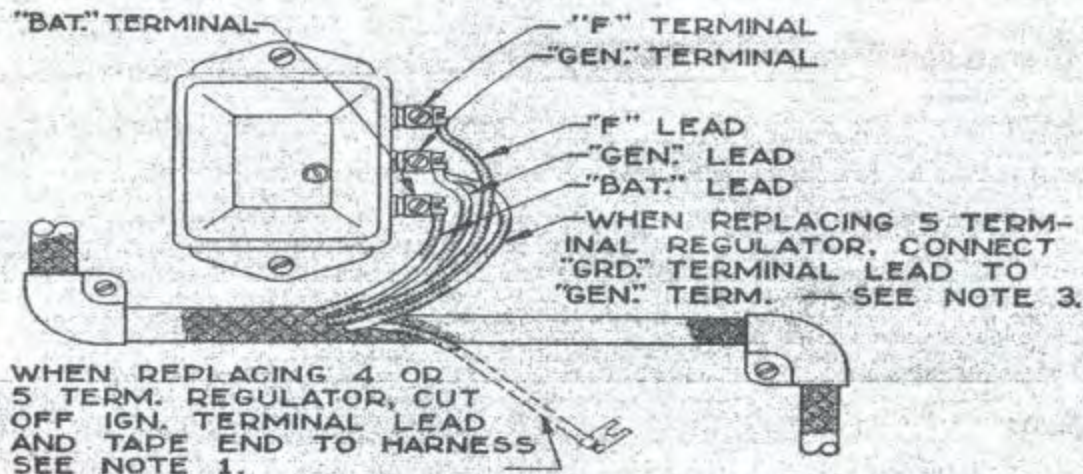
TECHNICAL TIPS

Installation Instructions for Delco-Remy Three Terminal Type Vibrating Voltage Regulator

Model 1118203 used with 6 volt **NEGATIVE GROUND**ED BATTERY.
Model 1118204 used with 6 volt **POSITIVE GROUND**ED BATTERY.
Model 1118227 used with 12 volt **POSITIVE GROUND**ED BATTERY.
Model 1118228 used with 12 volt **NEGATIVE GROUND**ED BATTERY.

NOTE: Only last three figures of Model number stamped on regulator base. Example:—Model 1119203 stamped "203."

Before installing the regulator in this package, check the battery voltage and ground to make sure that the regulator is not installed with a battery of the wrong ground. **IF THIS REGULATOR IS INSTALLED WITH A BATTERY OF THE OPPOSITE GROUND THAN SPECIFIED, THE REGULATOR CONTACT POINTS WILL OXIDIZE RAPIDLY.**



1. When replacing a four or five terminal regulator, remove the regulator "IGN" terminal to ignition switch lead. If lead is in harness, cut off lead as close to the harness as possible, then tape the wire end to the harness.
2. When replacing some of the earlier types of regulators with the dustproof regulator in this package, wider holes will be required.
3. The three terminal regulator will not replace the five terminal regulator on Pontiac 6 or 8. It cannot be used on Buick and certain other applications without splicing leads. Use Model 1118213 Regulator on these applications. When replacing other five terminal regulator applications, connect the lead from the starting motor solenoid relay (originally connected to the "GRD" terminal of the replaced regulator) to the "GEN" terminal of the new regulator, in addition to the regulator "GEN" lead.

ACCIDENTAL REVERSING OF THE GENERATOR POLARITY

During the installation of the regulator, the polarity of the generator may accidentally become reversed. Reversed generator polarity will cause the cut-out relay contact points to vibrate and burn. To make sure the generator has the correct polarity with respect to the battery it is to charge, after the installation of the regulator momentarily connect a jumper lead between the "GEN" and the "BAT" terminals of the regulator, **BEFORE STARTING THE ENGINE**. The momentary surge of battery current to the generator will correctly polarize the generator.

DELCO-REMY DIVISION, General Motors Corporation, ANDERSON, INDIANA

IMPORTANT

Some Delco-Remy regulators are designed for use with negative grounded batteries while others are designed for use with positive grounded batteries. Use of the wrong polarity regulator on an installation will cause the regulator contact points to oxidize rapidly and give very short life.

BEFORE INSTALLING THIS REGULATOR, NOTE POLARITY CODE STAMPED ON END OF REGULATOR BASE.

Example: 6V-N (Indicates 6 volt regulator for use with **NEGATIVE** grounded battery.)

Example: 12V-P (Indicates 12 volt regulator for use with **POSITIVE** grounded battery.)

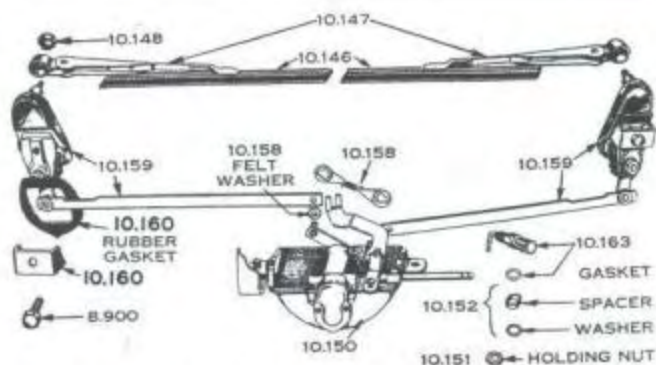
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DELCO-REMY DIVISION
General Motors Corporation
ANDERSON, INDIANA

DR-633 Rev. 4-25-50

Printed in U.S.A.

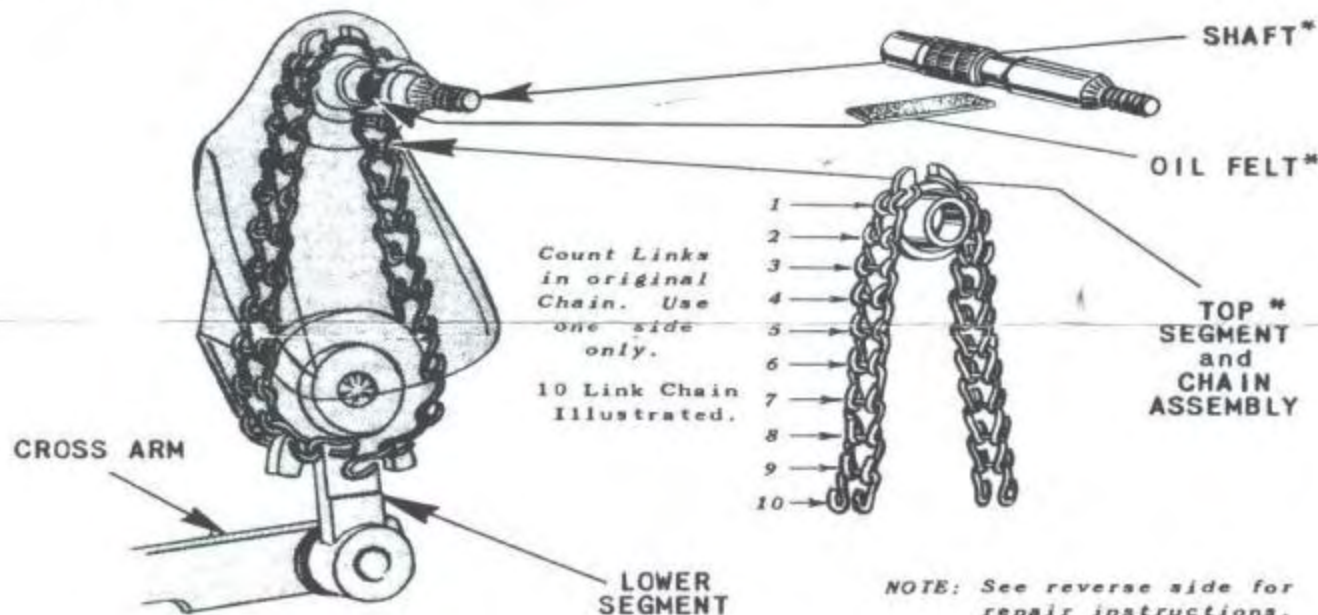


37-38 Buick Wiper Chain Repair



Complete 1937 & 38 Wiper Assembly

Principal operating parts for the repair of Chain Drive Linkages are packaged for convenient service and easy identification. Each package contains parts illustrated below.*

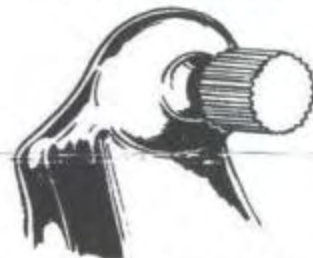


REPAIR KITS for CHAIN LINKAGES with THREADED SHAFT



1083-A	-	-	15 link chain
1085-A	-	-	15 link chain (Special Shaft)
1086-A	-	-	17 link chain
1087-A	-	-	10 link chain
1089-A	-	-	16 link chain
1090-A	-	-	14 link chain

REPAIR KITS for CHAIN LINKAGES with KNURLED SHAFT



1083-1A	-	-	15 link chain
1086-1A	-	-	17 link chain
1090-1A	-	-	14 link chain
1092-A	-	-	18 link chain
1093-A	-	-	16 link chain

INSTRUCTIONS

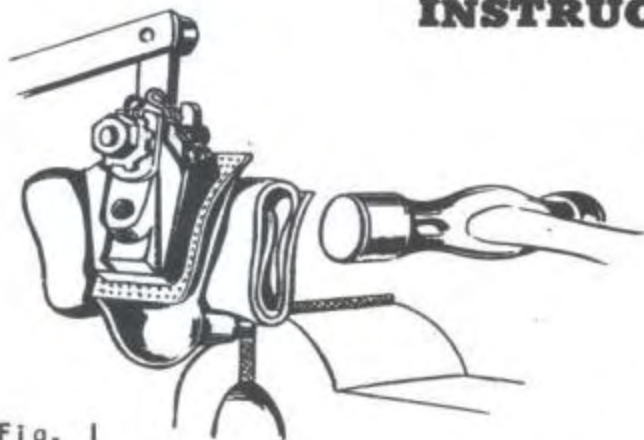


Fig. 1

Disassembly . . .

1. Remove original shaft.
 - a) Hold end of shaft in vise.
 - b) Apply outward pressure with light stroke, motion against shielded chain housing. (Fig. 1)
2. Unscrew chain tension nut and unhook chains from lower segment.

Assembly . . .

1. Place lower segment, new chains and upper segment in correct position for assembly. Ball joint on lower segment and counter-sunk side of top segment must face in the same direction. (Fig. 2)

2. Hook chains on lower segment; slide open end of chain over flat on lower segment (2A). Press first cross link firmly into groove (2B), hold in this position and pull chain down over the hook (2C).

NOTE: Ease with which chains can be installed depends entirely on holding first cross link in proper position (2B).

3. Insert upper segment and chain assembly into die cast housing with counter-sunk edge of upper segment toward shaft opening. (Fig. 3)

4. Install new shaft. (Fig. 3)
 - a) Saturate oil felt with a light penetrating oil and grease rear bearing.
 - b) Wrap oil felt around the groove in new shaft.
 - c) Insert knurled end of shaft into die cast housing and engage with upper chain segment.
 - d) Attach arm locking nut to the end of threaded shaft to protect threads.
 - e) Use vise to press shaft firmly into place. For threaded shafts leave 1/16" between tapered knurl and nose of housing. Knurled shaft should bottom in housing.

5. Attach chain tension nut; apply tension to chains and tighten. To apply tension, hold cross arm in vise, exert outward pull against chain until slack is taken up, and tighten nut while held in this position. *IMPORTANT: Do Not Permit Slack in Chains*

6. Dip ball joint connection in light oil.
7. Check operation of chain drive alternately pushing and pulling cross arm. All parts should move freely.

8. Re-install on car and check alignment.

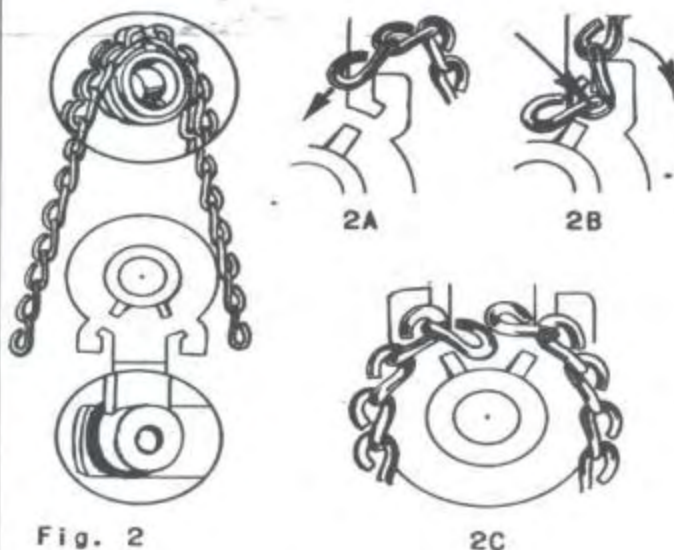


Fig. 2

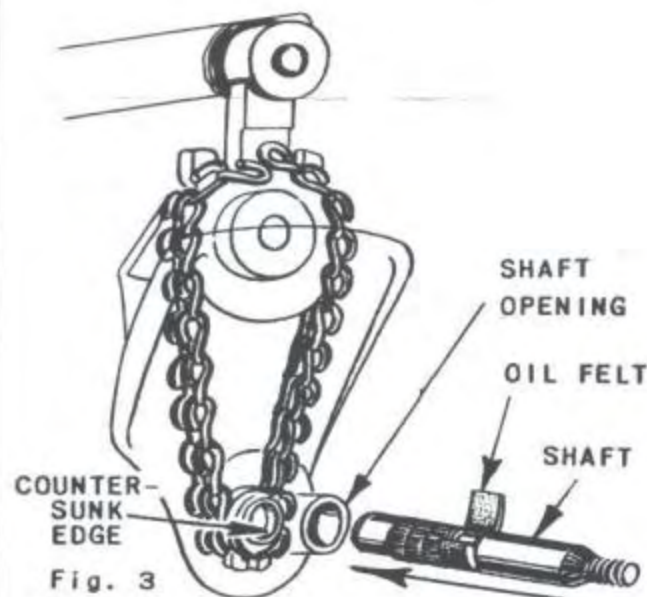


Fig. 3

By: FRANK FREDa, SANTA BARBARA, CA

Phone: (805)-969-7500

Email: frankfreda@cox.net

TORQUE TUBE TECHNICAL INDEX

The technical index, approximately 30 pages, is completed and available to all Buick Club Members for \$5.00 cash or check, prepaid. Any copies of any articles will be available for \$1.00 per article, postage included.

The index was compiled from reading all 37-38 *Torque Tube* club magazines issued from 1982 to July/August 2005. More than 850 technical references are logged. Some are duplicates, due to the different approaches taken by different Buick hobbyists. No effort was made to determine the accuracy of the technical information, neither does the index make me an expert to give advice on 37-38 Buick's.

The purpose of the index is to create a complete *Torque Tube* library of all technical articles written over the years by hobbyists and make them available to all club members and 37-38 Buick enthusiasts. Some articles are only a few lines, some are a few pages, and some are reprints from factory bulletins or service manuals.

The index is formatted in five columns, as follows:

1. File column in my personal numbering system
2. Volume column in roman numerals
3. Number column in issue numbers
4. Page column in page the article starts on
5. Article column in articles listed in alphabetical order

If you are interested in receiving the index and/or any articles, please send your request with cash or check to my home address:
Frank Freda, 345 Ridgecrest Dr., Santa Barbara, CA 93108

Please include with your request for any technical articles my personal file number in the first column to the left.

It was a joy to read all the issues published by the Buick Club and to compile this index.

Frank Freda, member #1838, is the owner of 37 Buick-46C Sedan Blue Convertible, a 48 Buick Super Black Convertible and is seriously looking for a nice 37-38 Century Sedan.

Vacuum Switch Timing for 1938 Models

After replacing vacuum switches, the timing should be checked in the exact sequence of operations given below.

Inspection of vacuum switch timing for minimum clearance between idle screw and cold idle cam.

- 1: Set idle adjustment screw for 8 mph hot idle.
- 2: Pull out hand throttle until distance between end of idle screw and cold idle cam when held in fast idle position is $1/8"$. The proper position of the hand throttle can be determined easily by the use of a $1/8"$ spacer, as shown in View "A", Figure 1. The hand throttle must remain in this position during the following tests.
- 3: Turn on ignition and start engine.
- 4: Turn off ignition and make another start immediately after engine has stopped. This starting operation should be repeated three or four times, allowing the engine to run a few seconds after each successive start for vacuum to build up. If the engine starts in each case after performing the above check, the vacuum switch is timed properly for starting in all positions of the cold idle cam. The additional $1/8"$ clearance is the minimum allowance made for future wear and variation in the setting of the idle screw. If the engine fails to start in performing the above check, the switch should be retimed as follows.

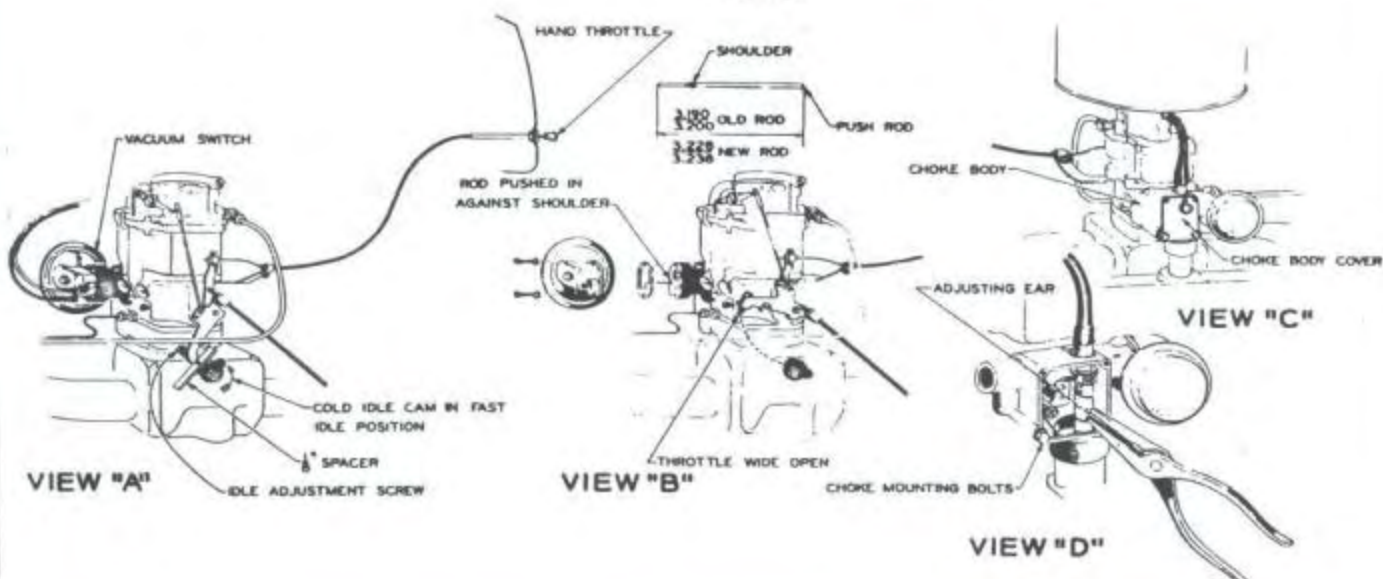
TECHNICAL TIPS

Timing the Vacuum Switch

- 1: Remove cover from the choke body. In doing this it will be necessary to remove the two choke mounting bolts View "C", Figure 1, which must be replaced after the cover is removed to hold choke body in place.
- 2: Hold throttle wide open - thus adjusting ear will be in position shown in View "D", Figure 1. Bend ear up cautiously until car can be started repeatedly with $1/8"$ spacing described above, usually it will be unnecessary to bend the adjusting ear more than $1/64"$.

Inspection of vacuum switch timing for maximum clearance between idle screw and cold idle cam

- 1: Hold spacing between end of idle screw and fast idle position of cold idle cam to $1/2"$ by pulling out throttle button.
- CAUTION: Spacing more than $1/2"$ may result in starter gears clashing under certain conditions of driving at low speeds.
- 2: It should be impossible to start engine more than once with throttle held in this position. Allow engine to run a few seconds to build up vacuum. If engine can be started continuously with throttle in this position, the adjusting ear should be bent down slightly until only one start can be made. After this adjustment has been made repeat the check with $1/8"$ spacing per View "A", Figure 1. If ear has not been bent too far this should be corrected.



The Harry Logan Story



Story By
Giancarlo Davis (#1748)

Photos By
Mark Jordan (#1297)



Harry Logan, a Torque Tube editor for ten years, reclines in a bit of sunlight in the back of his '38 Buick Century. His eyes softly gleam as he muses over his current collection of Buicks: a Titian-red 1938 Buick Special Convertible, a soft-yellow 1940 Buick Convertible, and a jet-black 1938 Buick Century. The street they are parked on is typical suburbia: rarely does anyone stroll or drive by, and, for those that do, it's likely that they inhabit one of the handful of houses that dot this small area of suburban Los Altos. Still, when the occasional car does meander by, lazily drifting toward its lazy asphalt perch down the road, its riders stare and smile as if they've seen the cars for the first time.

Logan, a silver-tongued, elegantly-aging raconteur with a keen sense for these old cars, has

a reason to be proud. He's not only the owner of this timeless trio of automobiles, but has owned half a dozen more throughout his time as a collector. "The first vintage car I bought was a Chevy. I started subscribing to *Hemmings* in June of 1986 because I was looking for the car that I had in high school, which was that 1938 Chevrolet coupe. I thought that I would get some nostalgia so I saw this car for sale down in Los Angeles and I bought it sight unseen. And the guy said, 'I'll throw in a paint job as part of the price.' So I chose to have it painted my original color, which was tan. Something got mis-communicated, because when he drove that car up here it was the cheapest and worst paint job I'd ever seen. The color was the worst. It was mustard instead of tan. That car, to date, is still that color."

Sure, but Buicks are what we should be talking about. Harry continues: "The first Buick I bought was in 1988. It was a '38 Buick Century



graining on both this car and the '38 Coupe were done by Craig Clemons in Oakland, California. Logan had had both the engine rebuilt and the car repainted locally and put in a new firewall kick-panel. The upholstery had already been redone from the original owner. He traced the Century back as far as he could, like he does with all his cars, to the earliest owner. "I got as far as 1965," Logan says, "and the owner's name was Mr. Enema. He passed on and his brother was like 90 and couldn't remember anything. He was developing Alzheimer's and he kept forgetting everything, and even put the pistons in backwards one day. Luckily, he had a younger assistant."

Logan's beautiful, Titian-red 1938 Special convertible

Coupe that was for sale in Palo Alto, California. At that time, I had a '38 Chevrolet Coupe. When I compared the '38 Chevrolet Coupe to the '38 Buick, it was like night and day. The Buick beat the Chevy by looks: the Chevy doesn't have the sidemounts. Also, the Buick was a bigger car with a longer hood."

Logan's legacy of vintage Buick automobiles once included a 1937, four 1938s, and the 1940. Logan relates, "I've had six Classic Cars total, all from that same era [1937-1938] and this one 1940. Now I own three. I have a '38 Century (a black one). Then I have a '38 Special maroon convertible Coupe. I would have preferred this convertible Century Coupe, but they're really hard to get. So when this Special came along, I bought that one and that is now my favorite car."

The last car Logan sold was a 1937 Century Coupe that was painted Sudan blue. 1937-1938 Buick Club member John Young, (#1579) bought it two days before Katrina struck last September. While Young didn't live in New Orleans, he had paid for the car to be shipped to his Louisiana hometown, but it turned out the shippers would not deliver cars to that state, so he had to take a trailer and pick the car up in Houston. "It was a real mess for him," Logan says.

Clearly, the hard work involved to keep the cars in excellent condition brings up the question how these cars are kept up so well. "Well, I don't drive them much," Logan states. "I do change the oil and coolant on them."

His black 1938 Century is clearly Logan's darling. The car, originally from the Chicago area, had a little bit of restoration done. The wood

Coupe also stands out. Complete with a rumble seat, it's a rare beauty, and an awesome asset to Logan's collection. He originally acquired the convertible from the widow of a 1937-1938 Buick Club member in Washington State. After her husband had died, she called *Torque Tube* to place a For Sale ad, but Logan, who was editor at the time,





wound up taking the call and bought the car himself over the phone. "So it

never really ended up in the ads!"

"The only thing that was done on the convertible was the paint job. The guy that did that was near Yosemite. It was tough to physically monitor the progress. He eventually did do it, but it took him a year and a half. That guy had so many problems, it was like a soap opera. His wife was divorcing him, he had broken his neck, his wife punched his daughter and went to jail, she was an alcoholic, and so on."

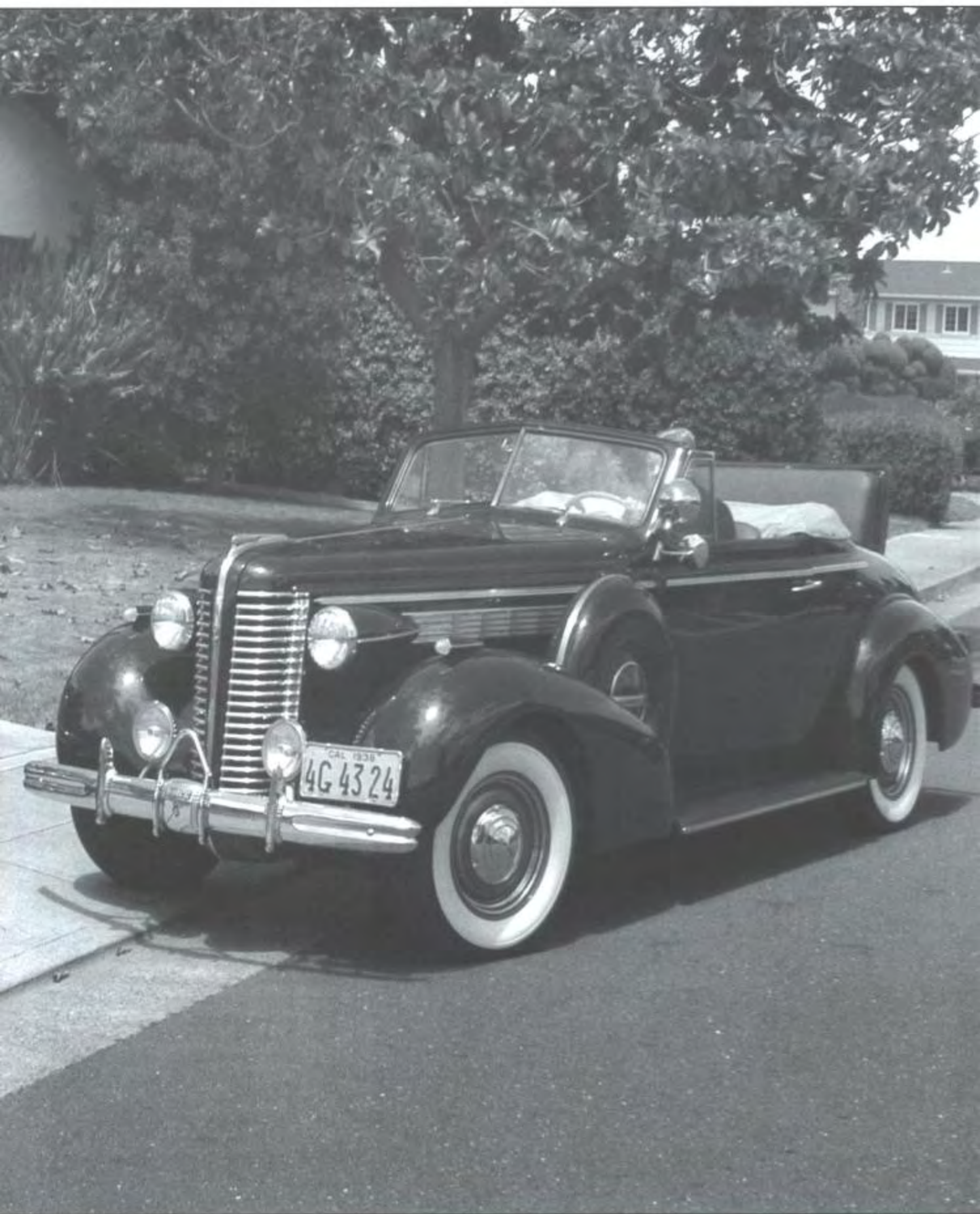
The rumble seat also gives the 1938 convertible a certain personality. "In the summer, this is my favorite car. It's easier to drive and it's a convertible and it's got a rumble seat, but I can see why they got rid of it. It's really not safe. But, when you have a visitor, you want to go at slow speeds, you want to show them your town, but you don't want to go on the freeway. The rumble seat is also two feet higher than the driver's seat, so they don't get the protection from the windshield, but they get a good view of the neighborhood." Logan's wife likes the Century a bit more,

because they can take other couples for a drive without the women's hair getting messed up.

Logan goes on to describe the differences between the vehicles. "The Century has a bigger, more powerful, engine. The worst thing about a Special is that the rear end ratio is a 4.4, which means you don't have to shift much, but if you're on the freeway, your motor is screaming when you're doing 60 mph. And so that has been converted by a previous owner into a 3.6 rear end.









**1938 BUICK SPECIAL
CONVERTIBLE COUPE**
Model 495



★ LAST YEAR OF BUICK "NUMBLE BUM" / FLOOR SHIFT
★ 107 HORSEPOWER • 122" WHEEL BASE
★ 2625 BUILT IN 1938
ONLY 30 LEFT!

EXTRA COST ACCESSORIES:

- ★ SIDEMOUNTS • WHITEWALL TIRES
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★ PROUD OWNERS OF THIS "RARE BEAUTY"
HARRY & MARGO LOGAN
LOS ANGELES • CALIF.

That one I can run on the freeway, easily. I can do 65 with no problem. Out of the Century, Special, Roadmaster, and Limited, the Century is my favorite. They all shared the same engine, a 141 hp versus a 108 hp in the Special. But the Century is my favorite. But if you can get a Special and change that rear end, then you're in good shape. The other cars are big. They catch your attention, but they're hard to park."

The obvious crown jewel of his collection, the 1940 Buick Convertible, also has its history: It was the same model that Bogie and Bacall drive to the airport in the final scenes of *Casablanca*. Only 250 of these cars were made. The one used in the movie has just been sold at Christie's in New York for close to a quarter-million dollars. Harry and this car have their own history. "I saw that Buick at a show. It had just come out of the restoration shop in Chico and the previous owner had just driven it across the show-field and was parking it. Everybody was staring at this car. I went up and started talking to him, but also began thinking 'I know where this car is! It's up in a Buick dealership in South San Francisco (about 20 miles from Los Altos).'" Logan drove up to South San Francisco and bought the car on the spot.

But what is different about his

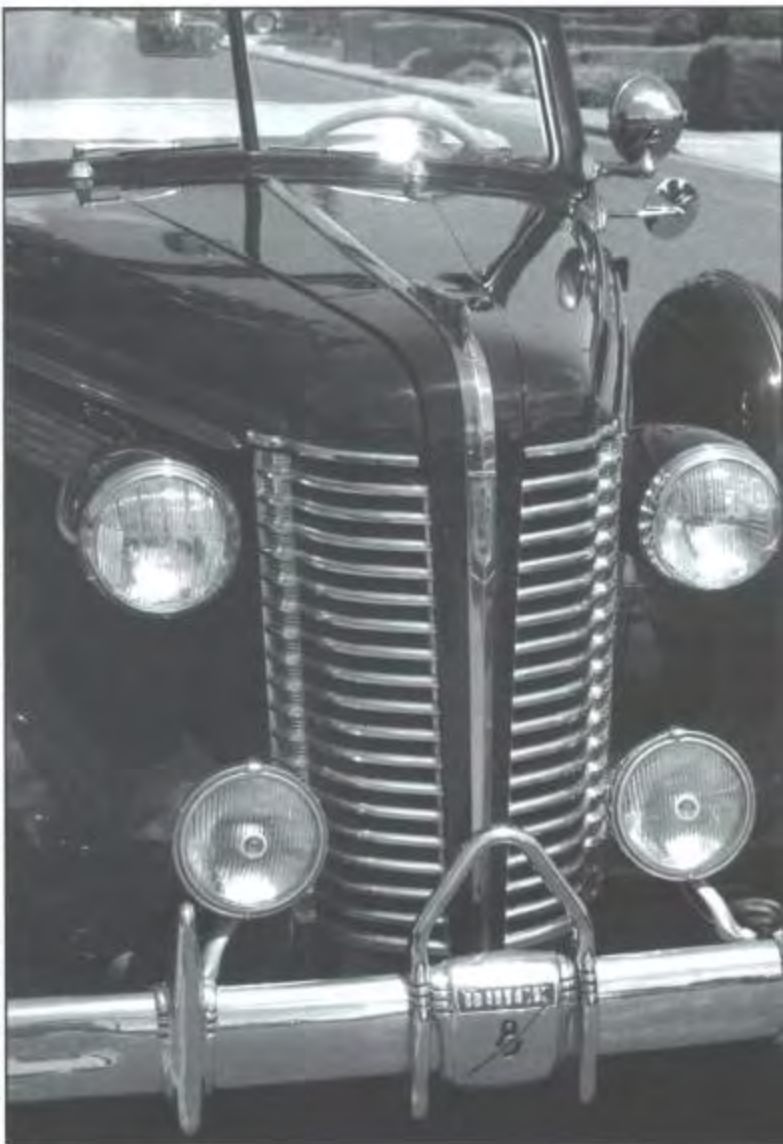


As for the future of collecting antique and vintage cars and preserving the posterity and maintaining them as vehicles of living history, Logan hopes that forthcoming generations will want to continue the trend of keeping the Buicks, and most cars, stock.

"I think there's always people that like to modify and those that keep them stock. I hope that the younger people will show a great interest in older cars. Hopefully, people will keep them stock. The trend seems to be more hotrodding and I don't like it! I like to keep the cars in their original condition. I have talked to people that hotrod cars and they're more mechanically inclined. It's more of a challenge to them to make it some-

1940 Buick? "It was the second year where the gear shift was on the column instead of on the floor. It's also the second year of turn signals. In the '37 and '38, if you wanted turn signals you use your hands or install them. This car [the Century] has had the turn signals installed. It's also a bigger car, and the Special and Century are easier cars to drive. The '40 gets a lot of attention with its leather upholstery. It's a very plush-looking car. It has sealed beam headlights. If you've ever driven these old cars at nighttime, the lights don't throw off much light and a lot of them have a second pair of lights (driving lights). Even though it's a 6-volt system, the lights are much better and is a big improvement when I get stuck in places at night. The length of the car, the wheel base, etc., is the same as the '38 Roadmaster. "(The wheel bases being 122, 126, and 133, to the Special, Century, and Roadmaster, respectively)."

Harry goes on to describe how he feels when he drives his cars and compares them to driving modern cars. "I like the feeling of what it was like for high tech in 1938. What did the driver experience at that time? Versus a modern car, it's like night and day. You can see how much progress has been made, but if you drove an early Buick of the brass era, you'd probably think the '38 was an improvement. They don't get good mileage, comparatively, but I like that big 18 inch steering wheel and looking down that hood, especially on the Century because the motor was longer. Like my wife says, I drive more carefully in these old cars than when I drive the modern car. I need to give a lot of room ahead of me in case I need to stop."



thing different. I like the original because I like to relive those days. And I do remember those days. Most people don't remember them, so they don't have a stronger desire to keep them stock. If someone is hotrodding a '36 Ford, for example, they typically chop it up to such an extent that it's not a '36 Ford, and, moreover not an old car anymore. It's got a modern motor, and other stuff. I buy these stock cars because I want to know what the experience was like for my father or grandfather. I just want to relive that experience. Keep the history on wheels."



Finally, Logan muses over his years as a seminal *Torque Tube* editor. During his tenure, the magazine had undergone some significant changes, including going from a newsletter to more of a magazine format. He felt compelled to become the editor after the previous editor, Bill Olson [#427] was leaving. "First, we started as a team. One guy was going to do advertising, one guy was going to edit and so on, but it wasn't practical with their regular jobs doing everything,

so I ended up doing most of the work like the writing and photography."

Logan experienced many challenges editing the periodical. "People just don't submit stories and tech tips. You have to kind of twist their arms. Getting the content for the magazine was a little bit of a challenge. I did not want to harangue people. I did not like doing that. I did it all myself, and I would take pictures of something on my car and write it up right away while it was fresh in my





they get into that sort of thing, like rebuilding engines and stuff, I just can't answer it. But a lot of the questions are not that involved. Sometimes, when I get the 'how much should I pay for a car' question, they're asking me like I'm the expert on what they're worth, and I've never even seen the car. That was always one of my pet peeves. It's easier to dial somebody instead of researching it yourself."

Despite its challenges, Logan emphasizes that the magazine needs to continue, and that it remains important as a source for information. "When you are by yourself,



mind, so, most of the tech tips I put in were those I came up with myself. Every time someone would write me about getting a new car, it was a lead. So I thought to myself there's a potential article,' so I was always looking for those and ended up doing the writing and photography myself, and always right after I spoke to them, so it would stay fresh in my mind."

There are more challenges as well. "Readers think that you, being the editor, and since you write a lot of the articles, are the expert. I am sort of a backyard mechanic. I'm not a real mechanic. I've never rebuilt an engine. So when

you are one person out in the world doing something, but what if you knew there were other people out there that had the problem and had figured it out and then you found that solution published in a magazine? There's just the camaraderie with other people out there that are like you. It helped me when I traveled to Australia and New Zealand and members would let me stay in their house. On the East Coast, they have the meets each year, and it's like a big family reunion. You don't see each other that often. When I go back there, I feel like I'm part of the family."



ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the *Torque Tube* will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Inquire about our business ad rates.

Mark Jordan: 415-203-4180—torquetube3738@yahoo.com

Our organization encourages membership in the Buick Club of America. Information on membership can be obtained by calling 614-472-3939, or e-mail bcaoffice@buickclub.org.

PARTS FOR SALE

'37 Grille in vg condition... \$500
'37 Grille set, needs re-chroming... \$200
'38 Grille in vg condition... \$500
'38 Front fenders, excellent condition... \$500- \$1,000 pr.
'38 Grille, left half, good condition... \$150
'38 Special hood, vg condition... \$100
'38 Special hood side panels, vg condition... \$100 set
'38 Deck lid, good condition... \$100
'37-'38 Doors, many, what do you need... \$100 ea.
'37-'38 Bumpers, vg condition... \$100 ea.
Misc. heads for both series engines... \$95
Small series engines... \$100 to \$300

Lots of '37-'38 parts. All prices, plus S & H

Lloyd Ikerd (#1612)
949-640-8200
elzfargo@msn.com

1937
Nose grille and headlights...\$250
Right front fender (Century)...\$100
Grille...\$150
Roadmaster engine...\$600
Small engines...\$400 ea
Century hood...\$100
Special hood...\$90
Rear splash pan...\$50

1938
Left front fender (Century)...\$100
Grille...\$100
Special hood...\$90
Rear bumper...\$50
Front bumper (welded)...\$15
Rear splash pan...\$50

Alan Mattei (#700)
7306 Willow Place, Canastota, NY 13032
315-697-2814

1937 Buick Special Parts For Sale

Bell housing \$25

Fan blade \$10

Fan pulley \$8

Front spindles (pair) EXC \$125

Robe rope excursions, good \$10 pair

Trunk emblem clear glass piece, \$10

NOS Wheel hubcap clips (10), \$10

Torque Tube \$100

Differential gear assembly, exc, \$125

Rear axles (pair), \$75

Front brake drums, \$25 each

Rear brake drums, \$25 each

Brake shoes (g) \$25 pair

Dash (g) \$65

Door garnish moldings (four door) \$30 each

Windshield moulding (g) \$60

Rear Window moulding (g) \$60

Radiator, nice condition, but needs minor repair, \$100

Oil pan, \$25

Lifter assembly, \$40

Brake backer plates \$20 each

Front wheel bearings (used) VG \$30pr

Transmission, VG \$125 (will not ship)

Speedometer and Odometer gear assembly VG \$25

Fender welting (black), roll \$10

"BUICK 8" grill emblem (nice) \$25

Emblem, center strip on nose, (good) no chips \$35
"SPECIAL" louver name tag (right side only), \$10 each
Heater switch (aftermarket) taupe knob, \$8
1937/60 Inside door chrome strips (4) \$25

1937 LITERATURE

Original Advertisements (16) in binder, asking \$50 OBO

Radio manual, copy, in binder, \$10

Large binder with copies of, paint chips, radio manual, Fisher body manual, Parts catalog, Transmission and rear end manual, FILKO ignition parts manual. Tons of useful information with many illustrations.

GREAT FOR THE GARAGE, printed on reinforced 3 hole paper in an expensive heavy duty expandable binder.

Asking \$100 or best offer.

AUTOMOBILIA

1937 BUICK WALNUT PLAQUE, with a 3 3/4" cast bronze emblem (excellent condition) \$125

LAST CALL (WILL NOT SHIP)

BLOCK \$100 HEAD \$75 CRANK \$50

I have lots of odds & ends left. Call with needs & wants

Jerry Root (#422)
71 South Pollard Drive, Fulton, NY 13069
315-598-2319 , buickboy@twcny.rr.com

1937-38 Buick Parts

- '37 Rear bumper, 40-60 series, used, fair...\$40.00
 - '37 Bumpers guards, used, fair...\$15.00ea.
 - '37 Bumper guards used, need grinding on repair, replating...\$5.00ea.
 - '37 Hood, 4 sections 40 series used, good...\$90.00
 - '37 Lamp, rear center, trunk back body, used, fair to good...\$25.00
 - '37 Lamp, rear center, slope back body, used, fair...\$25.00
 - '37 Glove compartment door, with clock, no lock, used needs refinishing...\$20.00
 - '37 Radio dial, numerals on glass, used, good...\$10.00
 - '37 Steering wheel, banjo style, used, core for remolding...\$30.00
 - '37 Center nose badge, used, fair...\$10.00
 - '37 Spare tire clamp for models 81, 81F without side-mounts, used, good...\$15.00
 - '37 Generator brush plate assembly, P/N 1866417, NOS...\$15.00
 - '37 40-60 Series taillight pads, new, fine repos by Steele...\$21.00pr.
 - '37 Parking light fender lamp pads, new, fine repos by Steele...\$21.00pr.
 - '37/'38 Series 40 and 60 Brake and clutch pedal pads, new, fine repos by Steele...\$12.00pr.
 - '37/'38 Headlamp reflectors, used, good...\$65.00pr.
 - '37/'38 Headlight rim, used, fair to good...\$25.00ea.
 - '37/'38 Dome lamp rim, lens broken, used, fair...\$6.00
 - '37/'38 Distributor vacuum control, P/N 681-H, NOS...\$20.00
 - '37/'38 Distributor contact point set, P/N 1871870, NOS, 10 in package...\$25.00
 - '37/'38 Distributor breaker plate, P/N 1865968, NOS...\$20.00
 - '38 Series 40 & 60 differential bevel side gear, Gr.5.528, P/N 1302327, NOS...\$35.00
 - '38 Oil pump, series 40, used for core...\$10.00
- Shipping cost will be quoted extra.

H.J. Glass (#111)
7 Long Leaf Cir.
Fairhope, AL 36532
251-990-6050

- 1937 Roadmaster sedan passenger side front fender-nice shape, one minor crease...\$125
 - One gas cap, nice condition...\$5
 - Bumper guard needs rechrome...\$7
 - Voltage regular n.o.r.s. criterion brand, original box...\$35
- Please add 15% for shipping

Lewis Cohen (#584)
58 North Racebrook Rd.
Woodbridge, CT 06525,
203-397-8723

1937 Buick Special Coupe

- 1 pr. running boards, with new rubber covers...\$250 pair
- Rubber covers installed on the wrong sides, but easily re-installed properly.
- 1 pr. headlights with 12v halogen bulbs...\$125 pr.
- Original windshield wiper vacuum motor...\$35
- Original 4.40/1 rear axle ring and pinion gear with drive shaft...\$200
- Original 3-speed transmission...\$250
- Original dome light...\$75
- Rebuilt Stromberg carburetor...\$125
- Original air cleaner, rebuilt and repainted ready for decals...\$550
- 6.50 X 16" Firestone bias-ply tires, in very good condition; with tubes.
- New set of 4 WWW, with original black spare...\$300
- Original 6-volt starter motor...\$200
- Original 6-volt generator...\$125
- Original split front bench seat base, with new beige cloth and vinyl upholstery: seat backs already gone...\$125
- 1 Pr. original door handles, one locking...\$75
- Original trunk handle...\$50

Jerry Maak (#1812)
343 Eastern St., New Haven, CT 06513
aurhaus@yahoo.com
Phone: 203-468-9880 Cell: 203-687-7649

- Two 16-inch wheels for a 1938 Buick Special. Will accept best offer. Good condition. Need to be refinished.

Rick Yost (#1704)
805-374-9093, rednyld@aol.com

1937

- Front lower motor mount...\$15
- 40 ser. 2nd speed gear...\$45
- 40 ser. main drive gear...\$45
- 40, 60 ser. differential bevel side gears...\$20 ea.
- 40 ser. steering gear pitman arm...\$30
- 1938
- 40 ser. clutch release rod adjustment nut...\$4
- License plate lamp lens...\$4
- 80, 90 ser. pitman arm...\$30
- Right taillight door, used...\$10
- 80, 90 differential side gear bevel thrust washers...\$3 ea.
- 40, 60 ser. outer tie rod ends, n.o.r.s...\$20 ea.
- 1937 to 1938
- 40, 60 left front shock absorber...\$125
- 40, transmission, 2nd & 3rd speed shifter yoke...\$15
- 40, transmission rev. idler gear thrust washers...\$3 ea.

- 40, 60 ser. pinion bearing locknut...\$3
- 40 ser. intake, exhaust valves, specify...\$8 ea.
- Rear-axle pinion-bearing lock screw...\$1
- 40, 60 pitman shaft bushings...\$15 pair
- Headlight dimmer switch, n.o.r.s...\$10
- 80 ser. outer front wheel bearing...\$25 ea.
- 40, 60, inter. steering arm bearing kit, n.o.r.s...\$30 ea.
- Outside door handles, used, 3", 3 5/16" shafts, 4 15/16, 5 1/4", 5 1/2" tall...\$10 ea.
- 40, 60 ser. left steering knuckle with bushings...\$40
- 40, 60 lower outer pivot pin kit, n.o.r.s...\$25 ea.
- Ignition point set...\$7 ea.
- parts n.o.s. except noted. Add 15%, \$3.50 min. postage

Bob Graves (#1136)
21 Ferry Rd. Salisbury, MA 01952
978-463-0715 evenings

1940

Parts car 9 (Century no motor or tranny)...\$500

1948

Complete Roadmaster...\$500, Steering column...\$25

1951

Steering column with wheel...\$75

1952

Dynaflow transmission...\$50

Alan Mattei (#700)

7306 Willow Place, Canastota, NY 13032

315-697-2814

'37-'38 60-80 Series dry air cleaner...\$100

'38 Big series closed car radio & speaker...\$125

'38 Tail lights, complete...\$110

'38 Hood ornament...\$40

Art Fensod (#1758)

357 Country Lane

Loudon, TN 37774

865-408-0525

Torque Tube magazines for the year 1982 thru 1984 not complete, but from 1985 thru 2001 are complete years. I also have a few Rosters

Russ

dawson@cfl.rr.com

1937 aluminum grille. Brand new...\$300

Ken Hale

510 656-4523

Fremont, CA, kenhale001@comcast.net



November 1937 Buick magazine For Sale. It Show the 1938 Buick line of cars in it. It is in very good condition. \$35.00 plus shipping.

Call David Bylsma

800-521-7325 ext 519

301-341-6519 bt. 7am and

4pm eastern.

or e-mail me at

dbylsma@peake.com

Two pieces of rear-door window glass to fit 1938 to 41. They're **tinted** glass; I'll send them to anyone who can use them for no more than the cost of shipping.

Paul DeLucchi (#1246)

pauldelucchi@earthlink.net

1938 ALL SERIES 40 PARTS

Complete engine—less intake manifolds. Includes starter,

gen. carb, air cleaner, etc.—ran but smoked when removed...\$350 Transmission...\$125

ANY REASONABLE OFFER PLEASE!

I DON'T WANT TO SCRAP IT!

Dale Crist (#840)

303 N. Athletic St., White Pigeon, MI 49099

269-483-9175

1937 Buick Roadmaster 81 4-dr Sedan
Fenders, nose sheet metal, grille, doors, trunk lid, frame, etc.
Call or e-mail me with needs.

Jim Garrett (#1826)

207-929-8035 or patjim@sacoriver.net

Two 16-inch wheels for a 1938 Buick Special. Will accept best offer. Good condition. Needs to be refinished.

Rick Yost (#1704)

805-374-9093

rednyld@aol.com

1938 radio, glass has crack, these are getting hard to find...\$400 plus shipping.

Don Helmrich [1908]

321 676-4123

doh25@juno.com

4 '38 hubcaps vg - m, no cracks...\$85
60-80 Series dry air cleaner unit...\$150
60-80 Series closed car radio and speaker...\$175

'38 tail lite complete...\$110

'38 dash radio grille...\$50

'38 grille...\$200

'38 hood ornament...\$60

'38 inside & outside door handles & knobs, some with keys...\$20 to \$70

'37 clock complete but faded...\$40

Art Fensod (#1758)

357 Country Lane

Loudon, TN 37774

865-408-0525

'37 auxiliary speaker...\$75
 '37 master heater...\$75
 '37 LS Stromberg AA2...\$250
 '38 Master heater with defroster...\$100
 '38 Special rims exc. Cond....\$75 ea.
 '38 Special 3.60 rear end complete...\$600
 '37 & '38 parts:
 LS air cleaner...\$125
 Limited dome light...\$75
 Coupe opera seats complete...\$600
 LS sparkplug cover...\$100
 Sidemount lock...\$25

LS oil bath air cleaner...\$125
 SS & LS generators...\$75 to \$100
 Horn rings...\$100
 Century running board cores...\$300
 Special running board cores...\$200
 Call w/your needs, always parting '37 & '38s

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
763-427-3460

1937 - 1938 Parts for Sale

'37 repro, silkscreen glass speedometer, radio and clock...
 \$100
 New '38 Century Stainless "hood hinge"...\$175
 S/M badges Buick...\$65
 '38 Century hood sides, left and right...\$150
 '38 Century hood, left side only...\$75
 '38 Century hood sides, left and right...\$150
 '38 Century hood side, right only...\$50
 '38 Century hood side vent, right and left...\$75
 '38 Century hood stainless...\$75
 '38 Century hood lock mechanism...\$50
 Large series fuel pump rebuilt...\$75
 '38 Special hood, right and left, with hinge...\$150

'38 Special hood sides, right and left...\$150
 '38 Special hood stainless, left and right...\$120
 '38 Special tail lights, pair...\$75
 '38 Special front suspension, hub to hub...\$200
 Large series dual carb manifold...\$250
 "Y" pipe to create dual exhaust...\$50
 '38 repro grill, left and right, cast aluminum...\$250
 '38 Special radiator...\$75
 '38 heater...\$50

Shipping will be added to all purchased parts and is not included in price above.

Rod Phillips (#1644)
913-481-6763

'38 N.O.S. right grille half, not plated, excellent...\$190
 '37 & '38 N.O.S. grille bug screen w/Buick logo & hardware...\$180
 '38 battery lock with key, excellent...\$54
 '37 & '38 sidemount lock with key...\$65
 '37 & '38 N.O.S. sideview mirror w/thermometer (non-convertible)...\$225
 '37 & '38 N.O.S. Delco coil...\$95
 '37 & '38 N.O.S. Delco voltage reg....\$175
 '37 & '38 guide headlight lenses (pair left & right)...\$255
 '37 & '38 ignition switch box, good, used...\$40
 '37 bronze ashtray with front-end casting of car N.O.S....\$215
 '37 three vibrant color posters 21" x 16", full color, rare & frameable...\$50
 '37 & '38 Buick Safety Legion license tag metal badge, original...\$75
 '37 & '38 N.O.S. gas tank door lock, in box with key and instructions...\$83
 '38 Clock deletion plate, engraved with Buick 8...\$75
 '37 & '38 Fulton interior rearview mirror green flip down lense...\$57

'38 to '40 Series 80/90 master cyl. kit Delco, N.O.S., rare...\$70
 '38 instrument cluster original, exc., complete...\$300
 '38 radio with knobs, not tested but complete and excellent...\$270
 '37 & '38 Red Crown air stem caps, set of four...\$12
 '37 & '38 cowl mount antenna, N.O.S., all mounting and leads, exc....\$167
 '38 Buick Announcement Magazine, full color foldout, all models...\$185
 '37 & '38 Convertible rearview mirror...\$260
 '37 & '38 instrument light and map light switch original...\$55
 '37 & '38 16-inch series 80/90 wheels, exc....\$400, set of four

Vince Truant (#1220)
1537 Charmuth Road
Lutherville, MD 21093
410-321-1938

Piston rings for a 40 series, 1938-style pistons. They are standard size. \$80.

William Schwantes (#878)
9973 County Valley, Glen Haven, WI 53810
608-794-2406

Intake & exhaust manifold
 3.90 Axle
 One headlight bucket
 Misc. stainless. Call for prices

Frank Cwikla (#1111)
1909 Goodin Rd., Friendship, WI 53934
608-339-6297

PARTS WANTED

1937 horn ring for steering wheel

David Watson (#1863)
250-753-2997

Hubcaps for 1937 McLaughlin Buick

Kim Cousineau (#1884)
kcousine@iaw.com
905-892-3473

1938 Buick Factory Accessories Catalog

Dave Gelinas (#1078)
1131 Hayward St. Manchester, NH 03103
dlg@worldpath.net 603-668-5587

Wanted, a 1938 Century parts car. Condition is not important. Mainly looking for the drive train.

Call David Bylsma
800-521-7325 ext 519 or
301-341-6519 bt. 7am - 4pm eastern
dbylsma@peake.com

1937-38 Buick rumble seat complete, or hardware to build one, including deck lid, seat brackets, etc.

Lloyd Ikerds (#1612)
949-640-8200

1937 or 1938 Special/Century Convertible 4-door Sedan
Front seat in good sound condition to reupholster
2 removable door posts for top, solid rechromable
2 front window frames, solid rechromable
4-door garnish moldings, solid rechromable
Top prices paid for good solid parts. No junk
John Sauers, 620 Wright Loop
Williamstown, NJ 08094

Gas tank sending unit for '37 Century.

Eugene Shusser (#5)
603-746-3718

2005 - 1937/38 Buick Club calendar.

Jerry Barton (#281) (360)825-5230 &
Jerry Maack (#1616) (908) 389-1464

1938 Buick Roadmaster
Gas tank straps with bolts
Tie rod 1298347 Group 6.230
Lower Control Arm Shaft 1291540
Group 6.170
N.O.S exhaust solid bracket front

most
NOS exhaust brackets rear most
Right headlight housing
Brian DePouli (#1914)
Charlotte, NC 704-236-8423
brian.depouli@att.net

Complete rebuildable 1937 special engine and transmission.

Frank Freda (#1838)
frankfreda@cox.net
805-969-7500

2 '38 parking light lens
2 dished plates that hold wheel to sidemount bracket

J E Mullenix #436
(616)945-5807
jmullenixsr@sbcglobal.net

Windshield wiper transmissions for a 1938 90L

Jan Burry (#1478)
315 Manitou St. Northfield,
MN 55057 507-663-0931

Two sidemount thread covers
stainless steel trim pieces for a 1938 Buick Special. I believe the 1936 thru 1938 Buicks trim pieces will work. Or has anyone figured out a substitute?

Herbert Sutton (#4)
3760 Cleveland Hill Rd., Roseburg,
OR 97470
541-672-8414 lrose@mcsi.net

Rumble seat fender step plate for 1938 Buick Century 66C. Any condition and any reasonable price.

Jeffrey Hery (#1464)
12 Wright St., Parkersburg, PA
610-857-1458

1936-1937 80C Roadmaster 4 door convertible, I need parts for the Convertible top frame. I have part of it but will buy a complete top or any parts. Also need 1 or both removable posts. Could swap 1938 Convertible top part, 1937 80C window vent

frames or other parts.
Dave Powers (#894)
29520 Spotted Bull Lane
San Juan Capistrano, CA 92675
949-493-1199, 714-928-2605 Cell
davepowers@cox.net

DELCO-REMY Distributor # 1110801 (fits 1938, 1939 & newer) prefer N.O.S. or a rebuilt with the Delco tag still on it
DELCO-REMY ignition coil #526-B (fits 1930s Buick through 1939) prefer N.O.S. or really good condition used

John Koutre (#593)
2331 Rainbow Dr., Plover, WI
54467
715-341-6188

1936 or 1937 Roadmaster pinion gear, part no. 1287780, or ring
Pinion gear set, ring gear, part no. 1287781.
1936 Century ring and pinion gear set, pinion gear part no. 1294231,

ring gear part no. 1294230.
Tom Greer (#1378)
499 Hubbardston Road
Princeton, MA 01541
978-464-7725
wtgreer@ekmail.com

1937 Roadmaster rear bumper gravel guard and running board's rear gravel guards.

John Welby (#1497)
1665 Shipman Rd.
Oxford, MI 48371
248-628-8787

Air cleaner regular-series 40-1937
Voltage regulator: Delco-Remy 5807
Carb: Stromberg AA-1
Vacuum starter: Delco Remy 1607
Joe Pruce (#1721)
19341 Malvern Ave., Rocky River OH
440-331-7427 jpruce@hotmail.com

CARS FOR SALE

1937 Buick Roadmaster convertible.

An excellent show car.

Mechanically runs and drives great. Dual side mounts.

Beautiful paint and interior. Car located in California.

Asking price \$65,000.

Joe Hinojos Jr.

JHINOJOS@socal.rr.com

Picture below and right.



1938 Buick 40C, beautiful 4-door convertible.

New top and paint. Runs great!

\$44,00 OBO #11/2 Car

Alan Mattei (#700)

7306 Willow Place

Canastota, NY 13032

315-697-2814

1938 Nice, original,
19,000 miles '47 Super
4dr...\$25,000

Art Fensod (#1758)

357 Country Lane

Loudon, TN 37774

865-408-0525

1938 Buick 4dr slantback. Repainted correct
grey, new interior, trunk
interior restored too, steering wheel restored,
runs great, is a nice
driver in very good condition.
44,500 miles. \$9,500.00 firm

Ed Johannemann (#1769)

703-360-4779

or Marjorie 315-947-5312

1937 Buick Special Coupe for sale. This
car has the big straight eight with the
two-two barrel factory set-up. It has
been sitting in a garage for 30 years but
it does need total restoration there are
bits and pieces missing on the car, the
body is in real good shape for the age.
\$8,700.00 or OBO.

Mike Sharpsteen

vrtsharp5153@sbcglobal.net

CARS WANTED

1937/1938 Buick coupe convertible
with sidemounts. Car should be in
good running order and in 2 or 2+
condition

Jack Granowitz (#1944)

201 410 3326

JMG10@columbia.edu

1937 or 1938 Buick 2 door
coupe, Special or Century.
Condition 4 or better.

Tom Halfpenny (#1286),

Woodbury, MN

651-738-0838

tmhalfpenny@msn.com

1937 or '38 Special or Century Convertible
with sidemounts in original condition. Does
not need to be in show condition, I would
like an original driver car.

Richard Beckley (#1945)

717-938-4975

dbeckley@epix.net

1937 or '38 Century parts car or coupe or 2-
door sedan

Walt Lopic (#999) 724-843-8206

THE 1937-1938 BUICK CLUB STORE



LONG SLEEVE T-SHIRT
\$24.99



WHITE T-SHIRT \$18.99



GOLF SHIRT
\$22.99



STICKER (oval) \$4.99



WALL CLOCK \$18.99

THESE ITEMS NOW AVAILABLE ONLINE @
www.torquetube.com

If you don't have internet access
you can send your order directly to:

1937 - 1938 BUICK CLUB
P.O. BOX 21000
OAKLAND, CA 94620

Please add 15% for shipping and handling
Please include shirt size



BASEBALL CAP
\$18.99
Black Only



LARGE MUG
\$15.99



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TRAVEL MUG
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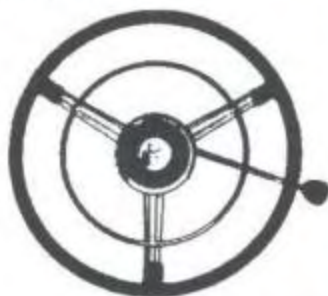
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